

**GROWTH MANAGEMENT STEERING COMMITTEE DISCUSSION PAPER – JUNE 5, 2000**  
**REGIONAL TRANSPORTATION/LAND USE CORRIDOR-AND-LINK ISSUES**

---

**Regional Land use Patterns**

- The CFP concentrates urban level development in Major Urban Centers, including Battle Ground, Ridgefield, Camas, Washougal and four centers in the Vancouver UGA.<sup>1</sup>
- These centers represent the primary population concentrations within the County.
- While the CFP envisions each Major Center having a full range of urban level services, no individual center (other than possibly Vancouver) can accommodate employment opportunities or sufficient to offset commute demand.
- As a result, there are significant travel demands placed on inter-jurisdictional travel routes, such as state and interstate routes.

**Existing Corridors and Constraints**

- There are a few existing corridor segments connecting the Major Urban Centers to each other and the interstate system. These links and some of their constraints are generally:

| URBAN CENTER     | CORRIDOR/FACILITY LINK                               | CURRENT CONSTRAINTS   |
|------------------|--|---|
| ▪ Battle Ground: | ▪ SR 503 to SR 500/Orchards                          | ▪ Significant congestion and decreasing levels of service in Orchards and through 503/500 transition    |
|                  | ▪ SR 502 to 179 <sup>th</sup> /I-5                   | ▪ Congestion in downtown Battle Ground; significant congestion at 179 <sup>th</sup> /I-5 interchange.   |
| ▪ Ridgefield:    | ▪ SR 501 to I-5                                      | ▪ Represents single primary access to Ridgefield and primary future industrial service road             |
| ▪ Camas          | ▪ 1 <sup>st</sup> Street to 164 <sup>th</sup> /SR 14 | ▪ Significant congestion in 164 <sup>th</sup> Corridor and decreasing levels of service in corridor and |

---

<sup>1</sup> Although the current county/city comprehensive plan does not recognize La Center as a major urban area, La Center has outperformed all expectations during the past five years and, so long as Ridgefield continues to have infrastructure problems, La Center has the potential to become a fifth urban center in the County diadem. Consequently, the La Center I-5 junction and the Ridgefield / La Center connection along NW 10<sup>th</sup> Ave. bears consideration.

- |             |                            |   |
|-------------|----------------------------|---|
|             |                            | 164 <sup>th</sup> /SR 14 interchange.                         |
|             | ▪ Direct SR 14 connections | ▪ Decreasing levels of service and increasing safety concerns |
| ▪ Washougal | ▪ Direct SR 14 connections | ▪ Decreasing levels of service and increasing safety concerns |

### **Recent Development Patterns**

- In the years immediately proceeding and since adoption of the Comprehensive Plans throughout the County, there has been significant development in the urban and rural areas.
- Urban development and associated travel demands have far exceeded original projections.
- There has been substantial parcelization and proliferation of urban-level services (such as water and sewer) in a significant portion of the rural area. This has resulted in “ex-urban”<sup>2</sup> levels of development to occur throughout much of the rural area

### **20-year constraints**

- Many of the existing links or segments mentioned above will be failing in the year 2020 or before, if no alternatives are established. SR 501, SR 502, SR 503, 72<sup>nd</sup> Avenue, 10<sup>th</sup> Avenue, a majority of the I-5/I-205 corridor interchanges are projected to be at LOS E/F by the year 2020 under current growth and investment scenarios<sup>3</sup>. Some of these links or interchanges are currently failing.
- These failures are due in part to high development rates, low capital investment rates, and a lack of transportation alternatives, *both in mode and route*.

### **50-year opportunities**

- As the County and Cities look to update their comprehensive plans, opportunities for new regional interconnectivity could be examined between communities *to serve potential 50-year demands*.
- Such corridors could accommodate new travel demands in multiple modes.
- Possible Corridors and Links to Achieve this could include:

---

<sup>2</sup> Large lot residential development with no viable farm or forest resource capacity and served by at least one urban level service such as public water, sewer or fire suppression.

<sup>3</sup> Parsons Brinkerhoff, I-5/I-205 North Corridor Study

SR 502 Extension to I-5 Interchange & Extension/Connection with Hillhurst or Carty  
Road to Ridgefield  
219<sup>th</sup> Street to 182<sup>nd</sup> Avenue extension to 192<sup>nd</sup> Avenue to SR 14 interchange

- Exploration and accommodation of multi-modalism on all existing and future links, with particular emphasis on transit oriented development along urban corridor links.

P:\planning\holmes\comp plan\regional.transp.issues

h:\long range planning\projects\cpt 99.003 five year update\project management\regional.transp.issues.doc